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Search History

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<i>DB=PGPB,USPT,USOC,EPAB,JPAB,DWPI,TDBD; PLUR=YES; OP=OR</i>		
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<u>L21</u>	('6219653')[PN]	2 <u>L21</u>
<u>L20</u>	6219653.pn.	2 <u>L20</u>
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<u>L13</u>	L12 and (intermediary or "third party")	209 <u>L13</u>
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<u>L10</u>	709/213	1947 <u>L10</u>
<u>L9</u>	709.clas.	37929 <u>L9</u>

L8 705.clas.
L7 705/402
L6 705/37
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L4 705/26
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Generate Collection

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L19: Entry 169 of 174

File: USPT

Apr 17, 2001

DOCUMENT-IDENTIFIER: US 6219653 B1

TITLE: Freight calculation system and method of operation

Brief Summary Text (2):

This invention relates in general to electronic commerce, and more particularly to a freight calculation system and method of operation.

Brief Summary Text (9):

Technical advantages of the present invention include a trading exchange system that facilitates online trading of products between trading clients, such as buyer clients and seller clients, using a communication network. In one embodiment, the present invention links together the producers and buyers of commodity forest products in a real-time, dynamic, trading exchange system. For example, the trading exchange system facilitates processing market orders between trading clients, as well as processing public and private bids generated by buyer clients and communicated to particular seller clients.

Detailed Description Text (36):

System 10 also supports sale transactions initiated by public and private bids issued by trading clients 26. In one embodiment, a buyer client 22 may generate a public bid that specifies a number of products in a particular load configuration. Buyer client 22 broadcasts the public bid to seller clients 24 using system 10. Platform 18 executes a sale transaction between buyer client 22 and the first seller client 24 that accepts the public bid and its particular terms. If the public bid is not accepted for a pre-determined amount of time established by buyer client 22 (e.g., one hour, one day, one week, one month, etc.), then the public bid is withdrawn.

Detailed Description Text (37):

In a particular embodiment, a number of seller clients 24 may issue to a buyer client 22 counteroffers that vary the terms of the original public bid. If the buyer client 22 accepts the counteroffer, then the original public bid is withdrawn and platform 18 executes a sale transaction embodying the counteroffer. If the original public bid is accepted by a seller client 24 before the buyer client 22 accepts the counteroffer, then platform 18 executes a sale transaction embodying the original public bid and the counteroffer is withdrawn.

Detailed Description Text (38):

In another embodiment, a buyer client 22 may issue a private bid to a particular business location support by a particular seller client 24. The selected seller client 24 may accept or decline the private bid or issue a counteroffer to buyer client 22. Each trading client 26 may continue to make counteroffers to other trading clients 26 until all counteroffers are withdrawn or an agreement is reached, at which point platform 18 executes a sale transaction embodying the agreement.

Detailed Description Text (55):

To add a new employee as an authorized user of system 10, the user of trading client 26 enters employee information, such as employee name and title, in Employee fields 192; contact information in Contact fields 194; and system information, such as authorization levels and system log-in IDs, in System fields 196. In one embodiment, the user may also enter a photograph for the employee in Photograph field 198. The authorization levels of a particular employee may include credit administrator, freight administrator, product manager, shipping administrator, trader or any other authorization level supported by system 10. In one embodiment, only the general manager of trading client 26 may access the employee information. The general manager may edit existing employee information by

activating Edit button 186. Upon activating Update button 136, trading client 26 communicates the employee information to platform 18 for storage. Upon activating Cancel button 138, the information in fields 192-198 is restored to the state it was in prior to the last activation of Update button 136.

Detailed Description Text (98):

FIG. 14 illustrates a user interface screen associated with Activities group 106 that includes an Order Tracking subgroup 600 and a Reports subgroup 602. Order Tracking subgroup 600 enables a user of trading client 26 to search and review prior market orders processed by platform 18 based on a variety of criteria selected by the trading client 26. In particular, Order Tracking subgroup 600 includes a Find button 610, a Details button 612, and a Market Orders field 614. A user of trading client 26 may activate Find button 610 to search market orders based upon Purchase Order Number, Sales Order Number, Transaction Lock Number, order date, delivery date, or any other suitable search parameter. Trading client 26 communicates to platform 18 the search queries specifying the selected search parameters.

Detailed Description Text (102):

Reports subgroup 602 allows a trading client 26 to generate reports regarding the inventory data, the profile data, and the market order data stored by platform 18. In particular, a trading client 26 communicates a query parameter to platform 18 identifying a particular type of requested report. Platform 18 searches the data stored in memory 32 to retrieve the report information and then communicates the report information for formatting and presentation to the user of a trading client 26.

Detailed Description Text (108):

FIG. 15B illustrates GUI 700 that includes a Truck Freight Calculation Worksheet 730. A user of trading client 26 uses worksheet 730 to generate freight calculation data for a truck type delivery container. In one embodiment, as described above, the user may generate different freight calculation data for a particular delivery container according to the selected destination zone 722. For example, FIG. 15B illustrates worksheet 730 having freight calculation data for a "Maxi or B-Train Truck" for deliveries to delivery locations in the "Dallas" destination zone. Worksheet 730 includes Business Location field 732, Destination Zone field 734, Delivery Container field 736, Delivery Distance/Rate fields 738, Truck Charges fields 740, Update button 742, and Cancel button 744.

Detailed Description Text (109):

In operation of worksheet 730, a user of trading client 26 selects a particular business location and destination zone 722 for worksheet 730 in fields 732 and 734, respectively. The user selects a particular type of delivery container supported by the selected business location in Delivery Container field 736. For the selected delivery container supported at the selected business location, the user generates freight calculation data for deliveries to destination locations in the selected destination zone 722. Where the delivery container is a truck, the user may enter delivery distance and delivery rate information in fields 738 and other delivery charges associated with a truck in fields 740.

Detailed Description Text (110):

In one embodiment, the user specifies a number of delivery distance ranges, such as mileage ranges, between an origination location and a destination location. The mileage ranges are defined by a "Range Minimum" and a "Range Maximum" in fields 738. For each mileage range, the user specifies a particular delivery rate for each mile that the load is shipped within that range. For example, for the mileage range of zero to one hundred miles, the delivery rate charged for each mile that a load is shipped within that range may be "\$1.45," as illustrated in FIG. 15B. Furthermore, for the mileage range of one hundred one to two hundred miles, the delivery rate charged for each mile that the load is shipped within that range may be "\$2.25." Moreover, for the mileage range of two hundred one to three hundred miles, the delivery rate charged for each mile that the load is shipped within that range may be "\$3.00."

Detailed Description Text (111):

In another embodiment, the user specifies for each mileage range a particular delivery rate for each mile that a specified weight of the load is shipped. In yet another

embodiment, the user specifies for each mileage range a flat delivery rate for deliveries made to any destination location within that range. Although the previous description of the delivery distance ranges is detailed with reference to mileage ranges, it should be understood that the present invention contemplates calculating delivery costs for any unit of distance.

Detailed Description Text (114):

FIG. 15C illustrates GUI 700 that includes a Rail Freight Calculation Worksheet 750. A user of trading client 26 uses worksheet 750 to generate freight calculation data for a railcar type delivery container. In one embodiment, as described above, the user may generate different freight calculation data for a particular delivery container according to the selected destination zone 722. For example, FIG. 15C illustrates worksheet 750 having specific freight calculation data for a "50' Box Car Rail," "60' Centerbeam/A-Frame Rail," "73' Centerbeam/A-Frame Rail," and "57' Flatcar Rail" of the Chaparral Railroad Company Inc. for deliveries to delivery locations in the "Dallas" zone. Worksheet 750 includes Business Location field 752, Destination Zone field 754, Railcar Carrier field 756, Railcar Type fields 760, Delivery Rate fields 762, Update button 742, and Cancel button 744.

Detailed Description Text (115):

In operation of worksheet 750, a user of trading client 26 selects a particular business location and destination zone for worksheet 750 in fields 752 and 754, respectively. The user selects a particular type of railcar carrier supported by the selected business location and the selected destination zone in Railcar Carrier field 756. Railcar Type fields 760 indicate the various railcar types supported by the selected railcar carrier. A user may select particular railcar types by activating the appropriate checkboxes in field 760. For each selected railcar type, the user may specify a particular delivery rate for deliveries made to a destination location in the selected destination zone using that railcar type. Platform 18 determines delivery costs for a load delivered by a railcar carrier using the specified delivery rates included in the freight calculation data based upon the specified delivery container, the origination location of the load, and the destination location of the load.

Detailed Description Text (140):

Platform 18 determines the origination location specified by the delivery request at step 970. In one embodiment, the business location supported by a selected seller client is the origination location of a load purchased from that business location. Platform 18 determines the destination location specified by the delivery request at step 972. In one embodiment, platform 18 determines the appropriate destination zone of the selected business location based upon the destination location specified in the delivery request. Platform 18 determines the delivery container specified by the delivery request at step 974. Although the following description of the method for determining the delivery costs is detailed with respect to a truck trailer and a railcar, it should be understood that platform 18 may determine delivery costs for any type of suitable delivery container supported by system 10. If the delivery container specified by delivery request is a type of railcar, execution proceeds to step 976 where platform 18 determines delivery costs for a load by retrieving the appropriate delivery rates from the freight calculation data generated by either buyer client 22 or seller client 24 as determined at step 964 according to the origination location, the destination location, and the selected delivery container specified by the delivery request.

Detailed Description Text (141):

If the selected delivery container is a type of truck trailer, execution proceeds to step 978 where platform 18 determines whether to use "corridor pricing." In particular, platform 18 accesses the appropriate freight calculation data to determine whether a representative destination location is included for the calculation of delivery costs. If so, execution proceeds to step 980 where platform 18 determines the distance between the origination location and the representative destination location specified in the freight calculation data. Otherwise, execution proceeds to step 982 where platform 18 determines the distance between the specified origination location and the actual destination location specified in the delivery request. Platform 18 determines at step 984 the delivery costs for the load by applying the appropriate delivery rates to the calculated distance, as determined at step 980 or step 982, according to delivery distance ranges specified in the freight calculation data for the delivery container.

Detailed Description Text (142):

For example, for a delivery distance range of zero to one hundred miles, the delivery rate charged for each mile that a load is shipped within that range may be "\$1.45," as illustrated in FIG. 15B. Furthermore, for a delivery distance range of one hundred one to two hundred miles, the delivery rate charged for each mile that the load is shipped within that range may be "\$2.25." Moreover, for a delivery distance range of two hundred one to three hundred miles, the delivery rate charged for each mile that the load is shipped within that range may be "\$3.00." If the distance between the origination location and the appropriate destination location, as determined by platform 18 at step 980 or step 982, is one hundred fifty miles, for example, then platform 18 applies the "\$1.45" delivery rate to the first one hundred miles and the "\$2.25" delivery rate to the next fifty miles for a total delivery cost of "\$257.50." Execution then returns to the start of the flow chart illustrated in FIG. 19.

CLAIMS:

10. The system of claim 1, wherein the freight data comprises a plurality of delivery distance ranges and an associated delivery rate for each delivery distance range.

20. The apparatus of claim 12, wherein the freight data comprises a plurality of delivery distance ranges and an associated delivery rate for each delivery distance range.

30. The method of claim 22, wherein the freight data comprises a plurality of delivery distance ranges and an associated delivery rate for each delivery distance range.

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L19: Entry 169 of 174

File: USPT

Apr 17, 2001

US-PAT-NO: 6219653

DOCUMENT-IDENTIFIER: US 6219653 B1

TITLE: Freight calculation system and method of operation

DATE-ISSUED: April 17, 2001

INVENTOR-INFORMATION:

NAME	CITY	STATE	ZIP CODE	COUNTRY
O'Neill; John C.	Dallas	TX		
Ainsworth; Johnny V.	Southlake	TX		
Jenkins; Paul D.	Plano	TX		

ASSIGNEE-INFORMATION:

NAME	CITY	STATE	ZIP CODE	COUNTRY	TYPE	CODE
Forest Products International Exchange, Inc.	Dallas	TX				02

APPL-NO: 09/ 153473 [\[PALM\]](#)

DATE FILED: September 15, 1998

PARENT-CASE:

CROSS REFERENCE TO RELATED APPLICATIONS This application is related to pending U.S. patent application Ser. No. 09/153,620, filed on Sep. 15, 1998, by John C. O'Neill et al., and entitled "Trading Exchange System and Method of Operation," and pending U.S. patent application Ser. No. 09/153,714, filed on Sep. 15, 1998, by John C. O'Neill et al., and entitled "Trading Exchange System Having a Market Order Builder and Method of Operation."

INT-CL: [07] [G06 F 17/60](#)

US-CL-ISSUED: 705/400; 705/26, 705/29

US-CL-CURRENT: [705/400](#); [705/26](#), [705/29](#)

FIELD-OF-SEARCH: 705/1, 705/26, 705/28, 705/29, 705/400

PRIOR-ART-DISCLOSED:

U.S. PATENT DOCUMENTS

[Search Selected](#)[Search ALL](#)[Clear](#)

	PAT-NO	ISSUE-DATE	PATENTEE-NAME	US-CL
<input type="checkbox"/>	3573747	April 1971	Adams et al.	340/172.5
<input type="checkbox"/>	4495581	January 1985	Piccione	705/402
<input type="checkbox"/>	4677552	June 1987	Sibley, Jr.	364/408
<input type="checkbox"/>	4713761	December 1987	Sharpe et al.	705/30

<input type="checkbox"/> 4799156	January 1989	Shavit et al.	364/401
<input type="checkbox"/> 5063506	November 1991	Brockwell et al.	364/402
<input type="checkbox"/> 5117364	May 1992	Barns-Slavin et al.	705/402
<input type="checkbox"/> 5136501	August 1992	Silvermann et al.	364/408
<input type="checkbox"/> 5168446	December 1992	Wiseman	364/408
<input type="checkbox"/> 5450317	September 1995	Lu et al.	364/402
<input type="checkbox"/> 5485369	January 1996	Nicholls et al.	364/401
<input type="checkbox"/> 5537314	July 1996	Kanter	705/14
<input type="checkbox"/> 5631827	May 1997	Nicholls et al.	395/228
<input type="checkbox"/> 5664115	September 1997	Fraser	705/37
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<input type="checkbox"/> 5758329	May 1998	Wojcik et al.	705/28
<input type="checkbox"/> 5761432	June 1998	Bergholm et al.	395/200.56
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FOREIGN-PAT-NO
11-175609

PUBN-DATE
July 1999

COUNTRY
JP

US-CL

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About Trade Compass.

Access Business Online.

"InterWorld Adds Tandata's Logistics Management Software To Its Leading Internet Commerce System"; PR Newswire, Sep. 8, 1997, pp. 908NYM048.

ART-UNIT: 211

PRIMARY-EXAMINER: Cosimano; Edward

ATTY-AGENT-FIRM: Baker Botts L.L.P.

ABSTRACT:

A freight calculation system includes a seller client, a buyer client, and a platform coupled to the seller client and the buyer client using a communication network. The seller client generates freight data and communicates it using a communication network. The buyer client communicates a delivery request for a load using the communication network. The delivery request specifies one of a number of delivery containers, an origination location, and a destination location. The platform receives and stores the freight data and determines a delivery cost for the load using the freight data, the specified delivery container, the origination location, and the destination location.

31 Claims, 37 Drawing figures

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L22: Entry 21 of 74

File: USPT

Sep 23, 1997

US-PAT-NO: 5671279

DOCUMENT-IDENTIFIER: US 5671279 A

TITLE: Electronic commerce using a secure courier system

DATE-ISSUED: September 23, 1997

INVENTOR-INFORMATION:

NAME	CITY	STATE	ZIP CODE	COUNTRY
Elgamal; Taher	Palo Alto	CA		

ASSIGNEE-INFORMATION:

NAME	CITY	STATE	ZIP CODE	COUNTRY	TYPE CODE
Netscape Communications Corporation	Mountain View	CA			02

APPL-NO: 08/ 555976 [PALM]

DATE FILED: November 13, 1995

INT-CL: [06] H04 K 1/00

US-CL-ISSUED: 380/23; 380/25, 380/4, 380/49, 380/29, 380/30

US-CL-CURRENT: 705/79; 380/29, 380/30, 705/75, 713/151

FIELD-OF-SEARCH: 380/23, 380/24, 380/25, 380/4, 380/3, 380/49, 380/29, 380/30

PRIOR-ART-DISCLOSED:

OTHER PUBLICATIONS

Linehan & Taudik, IBM Research, Jul., 1995, "Internet Keyed Payments Protocol".
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"Encryption and Internet Commerce," First Virtual Holdings, Inc., 1995.
Secure Transaction Technology, Version 1.0, "Securing the 'Net'".
"Secure Electronic Payment Protocol," Draft Version 1.1, Sep. 29, 1995, MasterCard.

ART-UNIT: 222

PRIMARY-EXAMINER: Cain; David C.

ATTY-AGENT-FIRM: Glenn; Michael A.

ABSTRACT:

A courier electronic payment system provides customers, merchants, and banks with a secure mechanism for using a public network as a platform for credit card payment services. The system governs the relationship between a Customer, Merchant, and Acquirer Gateway to perform credit card purchases over such networks as the Internet. The system

uses a secure connection to simplify the problem of Internet-based financial transactions in accordance with an electronic payment protocol that secures credit card payments and certifies infrastructure that is required to enable all of the parties to participate in the electronic commerce, as well as to provide the necessary formats and interfaces between the different modules and systems.

36 Claims, 4 Drawing figures

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L22: Entry 24 of 74

File: USPT

May 20, 1997

US-PAT-NO: 5631827

DOCUMENT-IDENTIFIER: US 5631827 A

TITLE: Logistics system for automating transportation of goods

DATE-ISSUED: May 20, 1997

INVENTOR-INFORMATION:

NAME	CITY	STATE	ZIP CODE	COUNTRY
Nicholls; Peter	Tulsa	OK		
Kinyon; Robert	Tulsa	OK		
Skaistis; Jeff	Tulsa	OK		
Johnson; Steve	Glenpool	OK		
Locker; Andy	Tulsa	OK		
Guzik; Chris	Tulsa	OK		
Howard; Scott	Tulsa	OK		

ASSIGNEE-INFORMATION:

NAME	CITY	STATE	ZIP CODE	COUNTRY	TYPE CODE
TanData Corporation	Tulsa	OK			02

APPL-NO: 08/ 471368 [PALM]

DATE FILED: June 6, 1995

PARENT-CASE:

This is a division of U.S. patent application Ser. No. 08/128,358 entitled "Logistics System for Automating Transportation of Goods", filed Sep. 28, 1993, now U.S. Pat. No. 5,485,369.

INT-CL: [06] G06 F 17/60

US-CL-ISSUED: 395/228; 364/464.1, 235/385

US-CL-CURRENT: 705/28; 235/385, 705/400

FIELD-OF-SEARCH: 364/401, 364/406, 364/464.02, 364/478, 364/468.05, 395/146, 395/275, 395/600

PRIOR-ART-DISCLOSED:

U.S. PATENT DOCUMENTS

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	PAT-NO	ISSUE-DATE	PATENTEE-NAME	US-CL
<input type="checkbox"/>	<u>4713761</u>	December 1987	Sharpe et al.	364/406
<input type="checkbox"/>	<u>4837701</u>	June 1989	Sansone et al.	364/464.02

<input type="checkbox"/> <u>5008827</u>	April 1991	Sansone et al.	364/464.02
<input type="checkbox"/> <u>5072401</u>	December 1991	Sansone et al.	364/478

ART-UNIT: 241

PRIMARY-EXAMINER: Hayes; Gail O.

ASSISTANT-EXAMINER: Poinvil; Frantzy

ATTY-AGENT-FIRM: Harness, Dickey & Pierce

ABSTRACT:

The various transportation logistics tasks, such as order processing, order fulfillment, transportation of goods and tracking, are assigned to individual client/server objects which make up the building blocks of the computerized logistics management system. A tokenized message handling scheme allows client and server objects to share information, even where the respective data types do not match. An external processing manager provides script handling services to other client applications, allowing those applications to modify the performance of other program objects and to communicate with the outside world.

12 Claims, 18 Drawing figures

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L22: Entry 27 of 74

File: USPT

Sep 12, 1995

US-PAT-NO: 5450317

DOCUMENT-IDENTIFIER: US 5450317 A

TITLE: Method and system for optimized logistics planning

DATE-ISSUED: September 12, 1995

INVENTOR-INFORMATION:

NAME	CITY	STATE	ZIP CODE	COUNTRY
Lu; Lu	Boulder	CO		
Qiu; Yuping	Louisville	CO		
Cox, Jr.; Louis A.	Denver	CO		

ASSIGNEE-INFORMATION:

NAME	CITY	STATE	ZIP CODE	COUNTRY	TYPE CODE
U S West Advanced Technologies, Inc.	Boulder	CO			02

APPL-NO: 08/ 158128 [PALM]

DATE FILED: November 24, 1993

INT-CL: [06] G06 F 15/20, G06 G 7/418

US-CL-ISSUED: 364/402; 364/401

US-CL-CURRENT: 705/10; 705/28

FIELD-OF-SEARCH: 364/401, 364/402, 364/468, 364/403, 364/408

PRIOR-ART-DISCLOSED:

U.S. PATENT DOCUMENTS

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<input type="checkbox"/>	<u>4646238</u>	February 1987	Carlson, Jr. et al.	364/403
<input type="checkbox"/>	<u>4887207</u>	December 1989	Natarajan	364/401
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<input type="checkbox"/>	<u>5216593</u>	June 1993	Dietrich et al.	364/402
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Plossl, George, "Orlicky's Material Requirements Planning," pp. 14-66 AMMS-Advanced Material Management System-Training Documentation.

ART-UNIT: 231

PRIMARY-EXAMINER: Hayes; Gail O.

ASSISTANT-EXAMINER: Tkacs; Stephen R.

ATTY-AGENT-FIRM: Brooks and Kushman

ABSTRACT:

An improved logistics planning method and system for recommending optimal order quantities and timing, choice of vendor locations and storage locations, and transportation modes, for individual items and for product families. The system is designed for use in cooperation with the computer having memory and incorporates item, customer, supplier, and routing information databases. In operation, the item, customer and supplier databases are accessed in order to provide customer and warehouse demand forecasts. The routing and customer databases are similarly accessed to provide transportation cost forecasts necessary to determine optimized routing modes for selected items, customers and suppliers. The demand and transportation costs are processed in accordance with a dynamic programming model to determine stock and non-stock order/shipment solutions for the selected items and customers, including optimized supplier and routing selection, order timing and quantity.

5 Claims, 5 Drawing figures

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File: USPT

May 26, 1992

US-PAT-NO: [5117364](#)

DOCUMENT-IDENTIFIER: US 5117364 A

TITLE: Carrier management method and system having auto-rate shopping

DATE-ISSUED: May 26, 1992

INVENTOR-INFORMATION:

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FIELD-OF-SEARCH: 364/464.03, 177/25.15

PRIOR-ART-DISCLOSED:

U.S. PATENT DOCUMENTS

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<input type="checkbox"/>	4495581	January 1985	Piccione	364/464.03
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<input type="checkbox"/>	4839813	June 1989	Hills et al.	364/464.03
<input type="checkbox"/>	4872119	October 1989	Kajimoto	364/464.03

ART-UNIT: 234

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ABSTRACT:

A carrier management system includes a scale for weighing parcels to be shipped, a computer connected to receive data from the scale related to the weight of a parcel thereon, and first input keys enabling the input of information. The computer has a data base for storing shipping charge data for a plurality of carriers and/or shipping classes, based upon the weight of a parcel of the scale. The computer is responsive to the operation of the first keys for determining shipping charges for predetermined carriers and/or shipping classes represented by data in the data base. The input includes auto-rate selection key, and the computer is responsive to operation of the auto-rate selection key for determining shipping charges of the least costly carrier and/or shipping class of a predetermined subgroup of carriers and/or shipping classes represented by data in the data base. In one operating mode, the computer may determined the next least costly shipping charges. The computer is responsive to the operation of determined keys of the input means for controlling the carriers and/or shipping classes within the subgroup, as well as for controlling the operating mode thereof.

6 Claims, 7 Drawing figures

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